

GROUP 8

REFERENCE
MATERIAL

CONTENTS

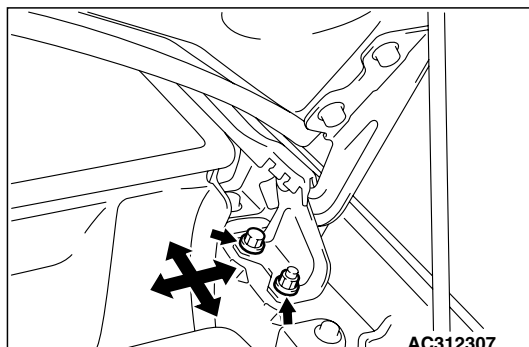
BOLTED PANEL FIT AND ADJUSTMENT		ADJUSTMENT OF OTHER PARTS . .	8-6
.....	8-2	FRONT WHEEL ALIGNMENT	8-6
HOOD	8-2	REAR WHEEL ALIGNMENT.....	8-7
DOOR	8-3	HEADLAMP AIMING.....	8-8
TAILGATE.....	8-4	FRONT FOG LAMP AIMING.....	8-10
INSTALLATION AND REMOVAL OF		SUPPLEMENTAL RESTRAINT SYSTEM (SRS)	
ADHESIVE COMPONENTS.....	8-5	- AIR BAG	8-11
MOULDING.....	8-5		

BOLTED PANEL FIT AND ADJUSTMENT

HOOD

HOOD FIT ADJUSTMENT

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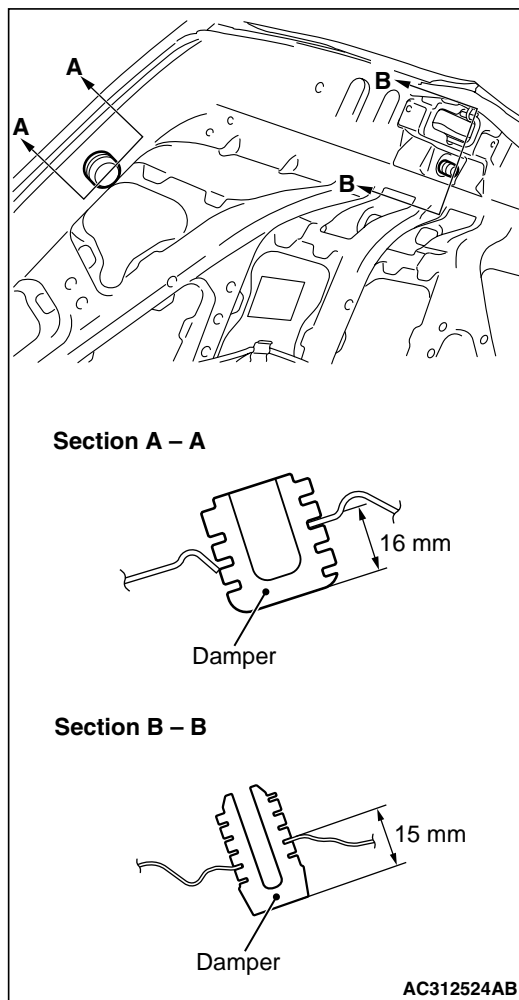
1. If the clearance between the hood and body is uneven, loosen the hood hinge mounting nut and hood hinge mounting bolt, move the hood to and fro, and left and right to adjust the hood so the clearance around the hood is even.

Hood hinge mounting nut tightening torque:

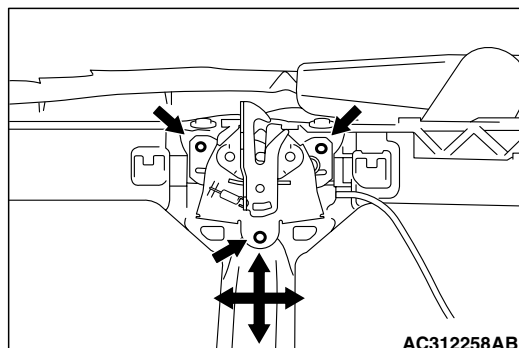
$20 \pm 2 \text{ N}\cdot\text{m}$

Hood hinge mounting bolt tightening

torque: $20 \pm 2 \text{ N}\cdot\text{m}$



2. Rotate the hood damper by using the arrow mark on the hood damper as a guide to adjust the hood height. If the hood damper is rotated just one turn, the hood height changes by approximately 3 mm.



3. If the hood level, floating, unlock, lock is heavy check the cord of the release cable, loosen the hood latch mounting bolts, lift the hood latch and adjust the bite with the hood striker.

Hood latch mounting bolts tightening

torque: $7.6 \pm 0.6 \text{ N}\cdot\text{m}$

DOOR

DOOR FIT ADJUSTMENT

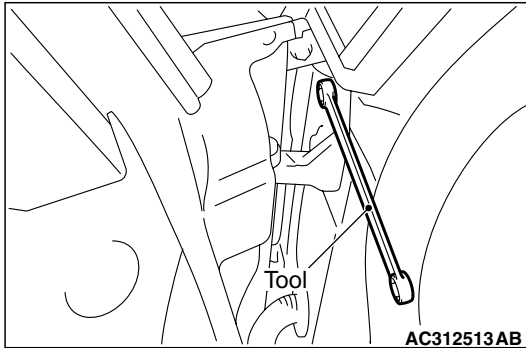
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⚠ CAUTION

Attach protection tape to the fender and door edges where the hinge is installed.

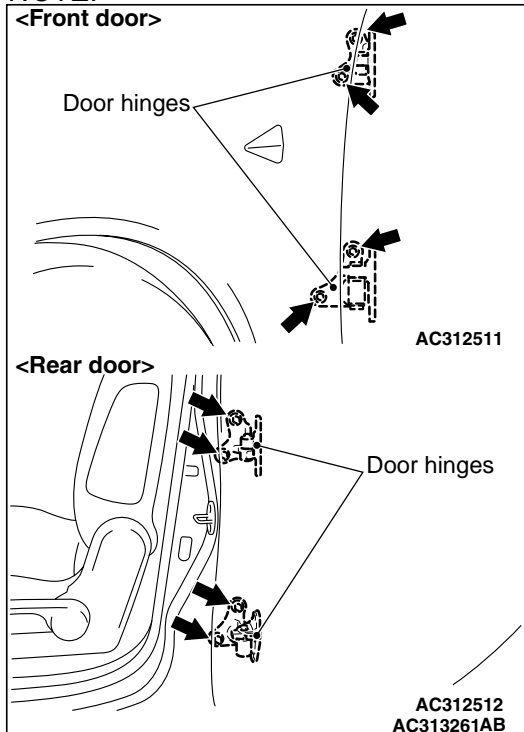
- When the clearance between the door and the body is uneven

- (1) Remove the front pillar pad <Front door>.



- (2) Loosen the body-side door hinge mounting bolts.

NOTE:



Install the tool to the bolts as shown.

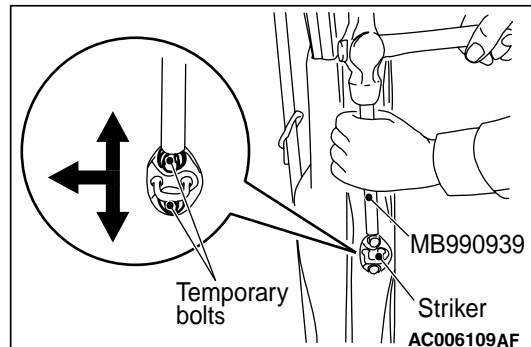
- (3) Move the door to adjust until the clearance around the door is even.

Door hinge mounting bolts tightening torque: 26 ± 2 N·m

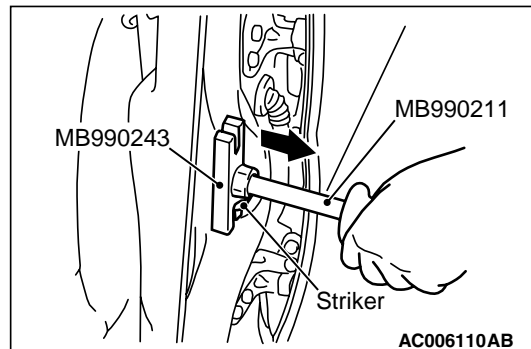
- When the door is not flush with the vehicle body surface.
 - (1) Remove the front pillar pad <Front door>.
 - (2) Loosen the door-side hinge mounting bolts.
 - (3) Move the door to adjust until the door is flush with the vehicle body.

Door hinge mounting bolts tightening torque: 26 ± 2 N·m

- When the door is stiff to lock and unlock:



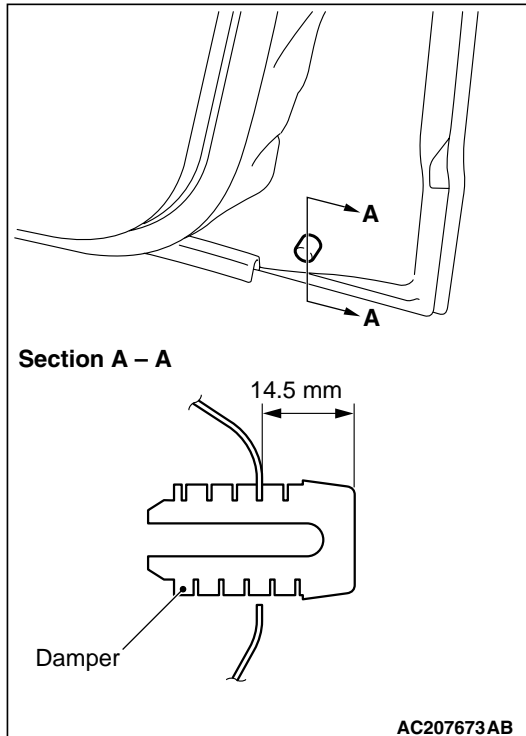
- (1) Adjustment by using the striker (toward the inside of the vehicle and vertical direction)
Install a temporary bolts instead of the striker mounting bolts, and use special tool brass bar (MB990939) and a hammer to tap the bolt to the desired direction.



- (2) Adjustment by using the striker (toward the outside of the vehicle)
Use special tools sliding hammer (MB990211) and body puller (MB990243) to pull the striker toward the outside of the vehicle.

Door striker mounting bolts tightening torque: 24 ± 2 N·m

ADJUSTMENT OF FRONT DOOR HEIGHT



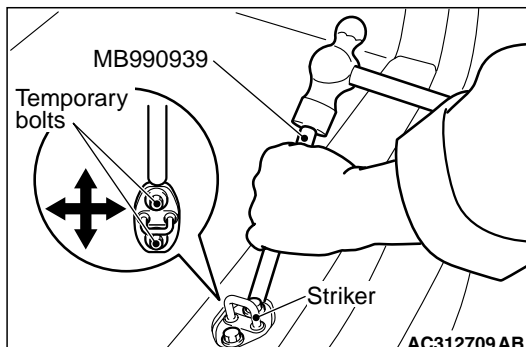
Rotate the damper by using arrow mark on the damper as a guide to adjust the front door height. The damper height is altered by roughly 3 mm when the damper is rotated once.

NOTE: If a rattling noise is heard due to the vibration of the door when the vehicle is being driven, adjust the damper height until the damper is seated on the vehicle body.

TAILGATE

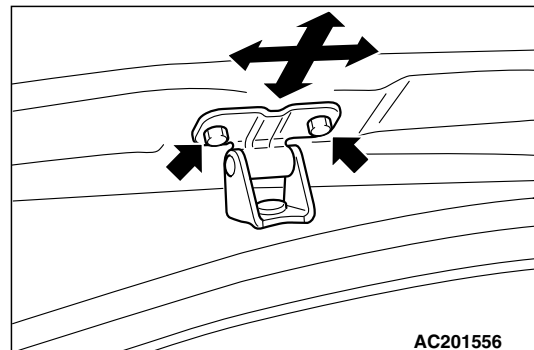
TAILGATE FIT ADJUSTMENT

M4080007000248



1. If the striker is not engaged with the tailgate latch properly, remove the rear end trim. Replace the striker mounting screw with a temporary bolts, and use the special tool (brass bar, MB990939) and a hammer to tap the bolt head to adjust the striker.

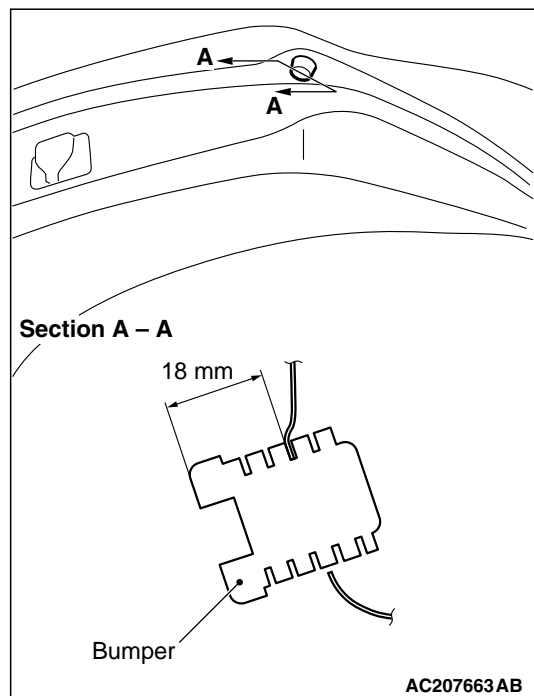
Tailgate striker mounting screw tightening torque: 24 ± 3 N·m



2. If the clearance between the tailgate and the body is uneven, loosen the tailgate-side tailgate hinge mounting bolts to adjust it.

Tailgate hinge mounting bolts tightening torque: 7.4 ± 1.4 N·m

ADJUSTMENT OF TAILGATE HEIGHT



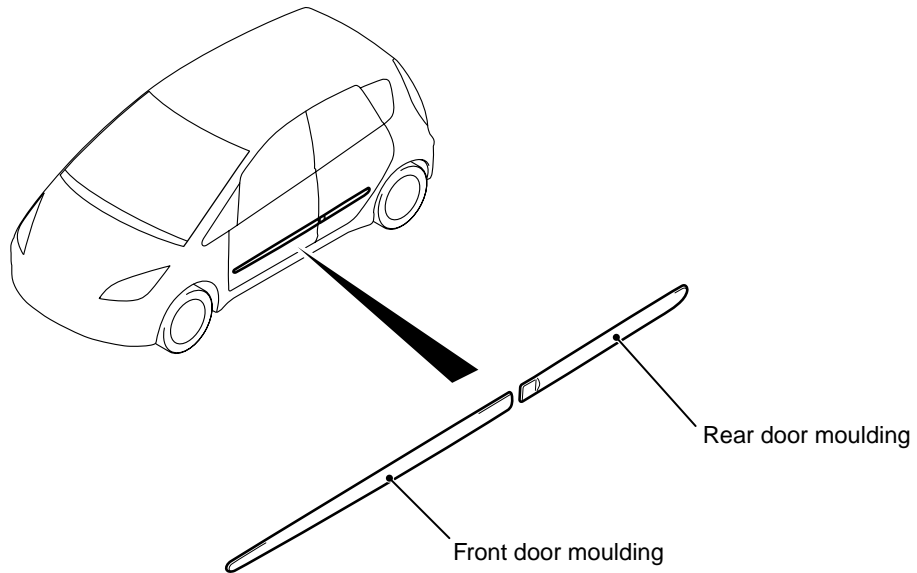
Turn the tailgate damper using the arrow of the tailgate damper as a guideline to adjust the height of the tailgate. The dumper height is altered by approximately 3 mm by turning the tailgate damper one rotation.

NOTE: If a rattling noise is heard due to the vibration of the tailgate when the vehicle is being driven, adjust the damper height until the damper is seated on the vehicle body.

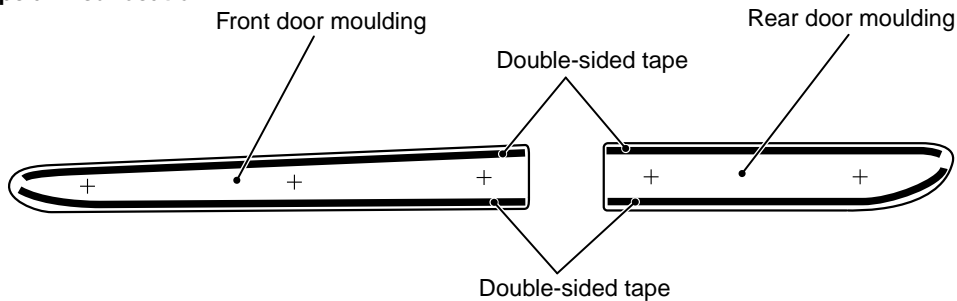
INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

MOULDING

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Double-sided tape affixed location



Adhesive tape: double-sided tape [8 mm width and 1.2 mm thickness]

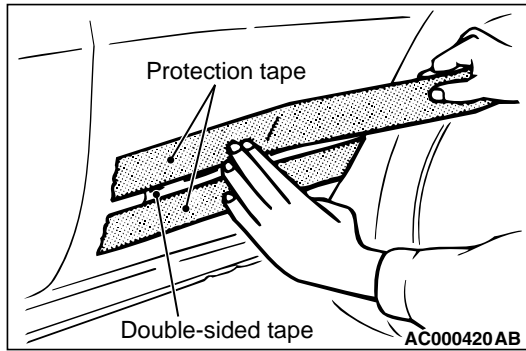
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REMOVAL SERVICE POINT

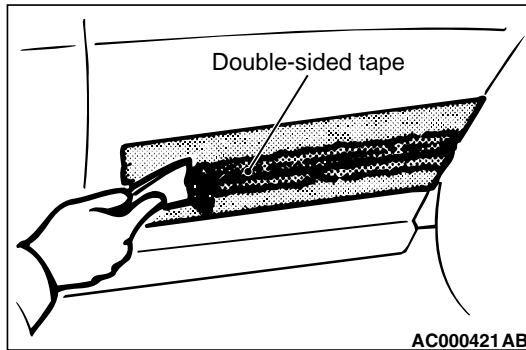
FRONT DOOR MOULDING AND REAR DOOR MOULDING REMOVAL

Gently lift and remove the door moulding. If there is any double-sided tape remaining on the door moulding, remove according to the following instructions.

<Remove double-sided tape remaining on the body surface>

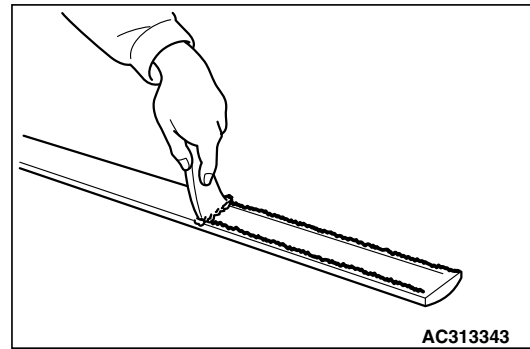


1. Attach protection tape all the way along the edges of the double-sided tape which is still adhering to the body.



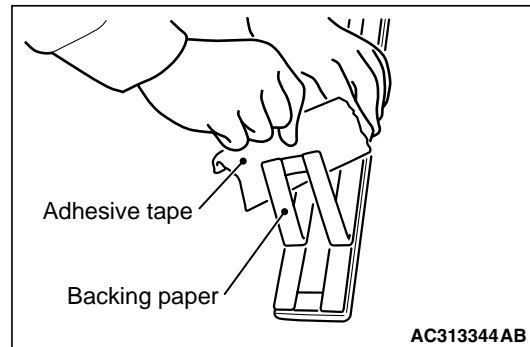
2. Use a resin spatula to scrape off the double-sided tape.
3. Peel off the protection tape.
4. Wipe the body surface and clean it with a rag moistened with isopropyl alcohol.

<Remove double-sided tape remaining on door moulding and adhere double-sided tape (when re-using door moulding)>



1. Scrape off the double-sided tape on the door moulding with a resin spatula as possible.
2. Wipe the door moulding surface and clean it with a rag moistened with isopropyl alcohol.
3. Remove only a small portion of the residual adhesive.
4. Adhere the double-sided tape as specified on the door moulding.

INSTALLATION SERVICE POINT



1. Tear off the double-sided tape backing paper.
NOTE: If attach the adhesive tape to the edge of the backing paper, it will be easy to tear off.
2. Install the door moulding.
NOTE: If the double-sided tape is difficult to affix in cold temperature, etc., warm the bonding surfaces of the body and door moulding to about 40–60 °C before affixing the tape.
3. Firmly press in the door moulding.

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

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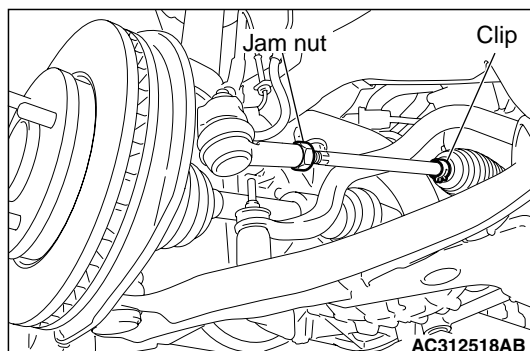
Measure wheel alignment with alignment equipment on a level surface. The front suspension, steering system, wheels, and tyres should be serviced to normal condition before measuring wheel alignment.

TOE-IN

Standard value:

at the centre of tyre tread: 0 ± 2 mm

Toe angle (per wheel): $0^{\circ}00' \pm 06'$



1. Adjust the toe-in by undoing the clip and jam nut, and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE: The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

2. Install the clip and tighten the jam nut to the specified torque.

Tightening torque: 43 ± 7 N·m

3. Confirm that the toe-in is at the standard value.
4. Use a turning radius gauge to check that the steering angle is at the standard value.

STEERING ANGLE

Standard value:

Item	Specification
Inner wheels	$36^{\circ}40' \pm 1^{\circ}30'$
Outer wheels (reference)	$32^{\circ}50'$

TOE-OUT ANGLE ON TURNS

To check the steering linkage, especially after the vehicle has been involved in an accident or if an accident is presumed, it is advisable to check the toe-out angle on turns in addition to the wheel alignment.

Conduct this test on the left turn as well as on the right turn.

Standard value:

Item	Specification
Toe-out angle on turns (inner wheel when outer wheel at 20°)	$21^{\circ}21'$

CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Item	Standard suspension	High-ground suspension
Camber	$-0^{\circ}30' \pm 30'^*$	$-0^{\circ}15' \pm 30'^*$
Caster	$2^{\circ}40' \pm 30'^*$	$2^{\circ}30' \pm 30'^*$
Kingpin inclination	$13^{\circ}20' \pm 30'$	$13^{\circ}00' \pm 30'$

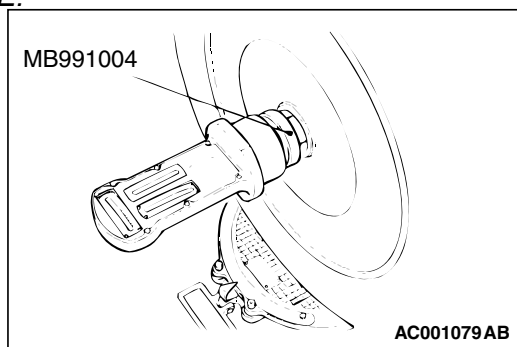
*NOTE: *: difference between right and left wheels must be less than $30'$*

NOTE: Camber and caster are preset at the factory and cannot be adjusted.

CAUTION

Never subject the wheel bearings to the vehicle load when the driveshaft nuts are loosened.

NOTE:



For vehicles with aluminium wheels, attach the camber/caster/kingpin gauge to the driveshaft by using special tool wheel alignment gauge attachment (MB991004). Tighten the special tool to the same torque 245 ± 29 N·m as the driveshaft nut.

REAR WHEEL ALIGNMENT

M4080010000248

Measure wheel alignment with an alignment equipment on level earth.

The rear suspension, wheels, and tyres should be serviced to the normal condition prior to wheel alignment measurement.

TOE-IN

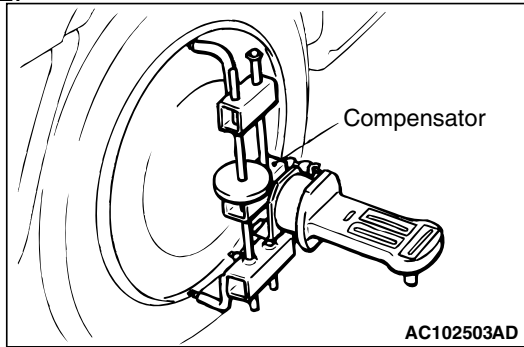
STANDARD VALUE:

Item	Standard suspension	High-ground suspension
At the centre of tyre tread	3 ± 3.5 mm	2.5 ± 3.5 mm

CAMBER

Standard value: $-1^{\circ}00' \pm 45'$ (Left/right deviation within $30'$)

NOTE:

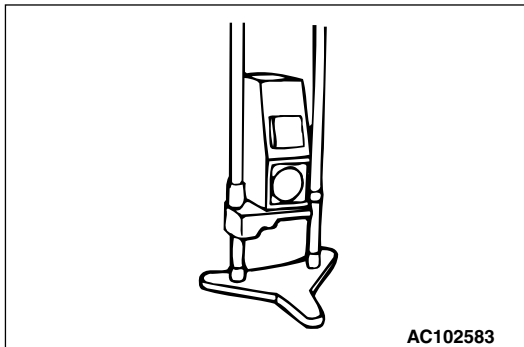


- For vehicles with aluminium wheel, we recommend that a compensator be used to measure the camber and caster.
- The camber is pre-adjusted at factory and is not adjustable.

HEADLAMP AIMING

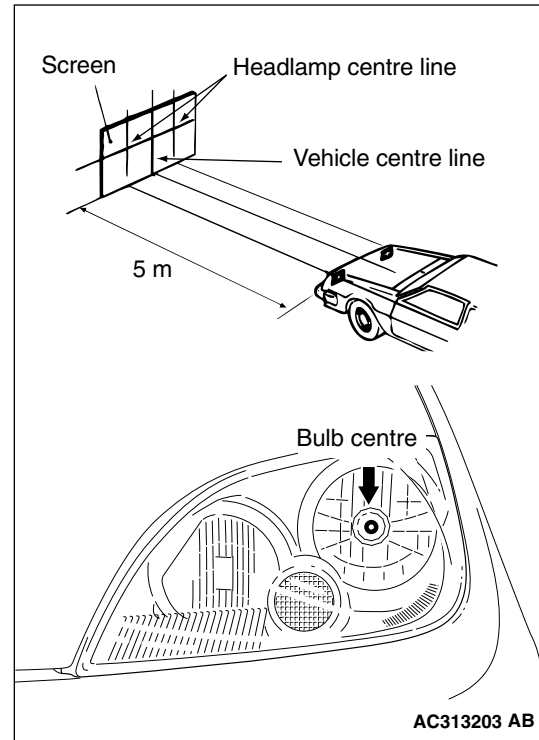
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<USING A BEAM SETTING EQUIPMENT>

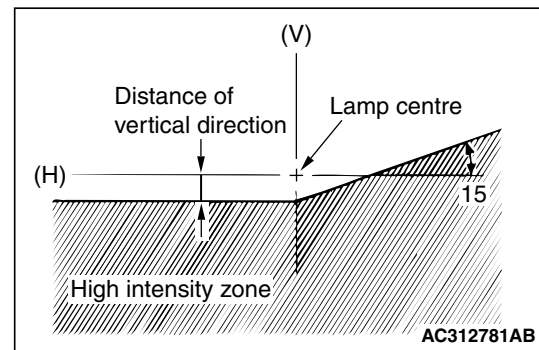


1. The headlamps should be aimed with the proper beam setting equipment, and in accordance with the equipment manufacture's instructions.
2. Alternately turn the adjusting screw to adjust the headlamp aiming.

<USING A SCREEN> (LOW -BEAM)



1. Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
2. Put the headlamp levelling switch in "0" position.
3. Set the distance between the screen and the centre marks of the headlamps as shown in the illumination.



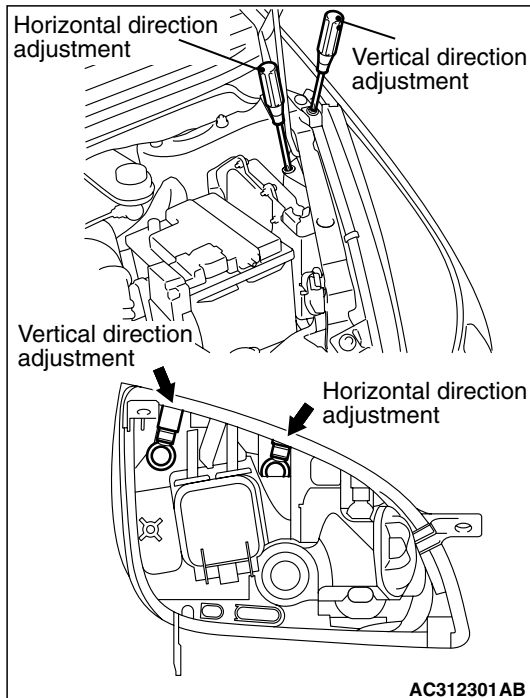
4. Check if the beam shining onto the screen is at the standard value.

Standard value: (Vertical direction) 60 mm below horizontal (H) (Horizontal direction) 15° sloping section intersects the vertical line (V)

NOTE: The illustration shows LH drive vehicles. For RH drive vehicles, it is symmetrical.

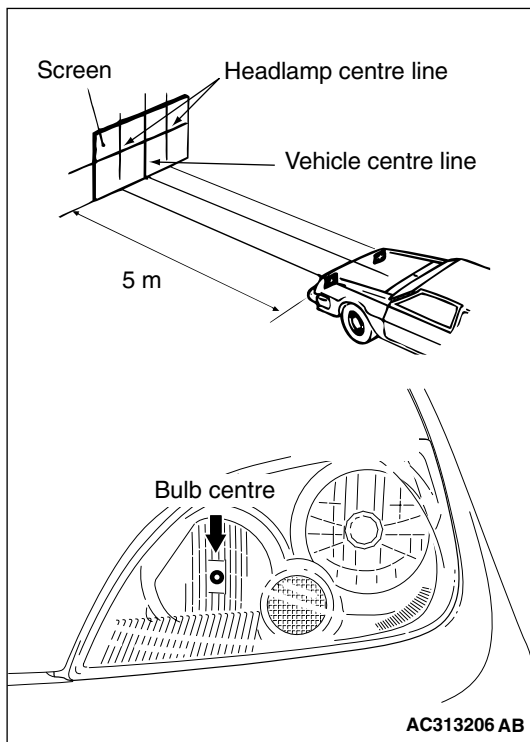
CAUTION

Be sure to adjust the aiming adjustment screw in the tightening direction.



5. Alternately turn the adjusting screw to adjust the headlamp aiming.

<USING A SCREEN> (HIGH-BEAM)



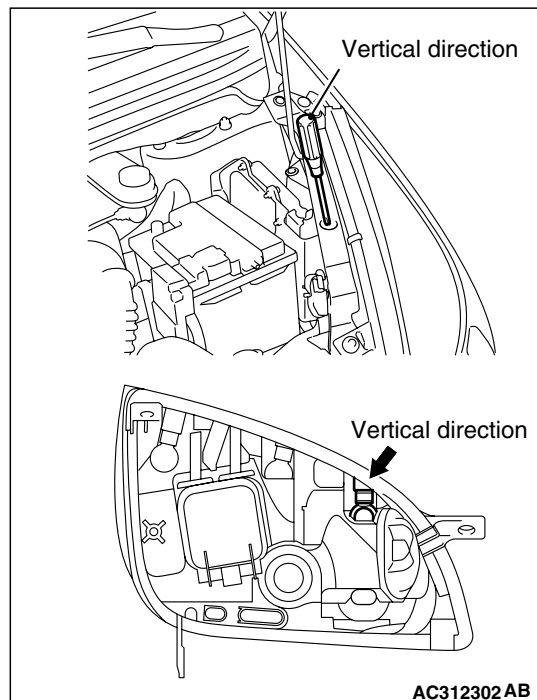
1. Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
2. Put the headlamp levelling switch in "0" position.
3. Set the distance between the screen and the centre marks of the headlamps as shown in the illumination.
4. Check if the beam shining onto the screen is at the standard value.

Standard value:

(Vertical direction) Within 0.40° below horizontal (H)

CAUTION

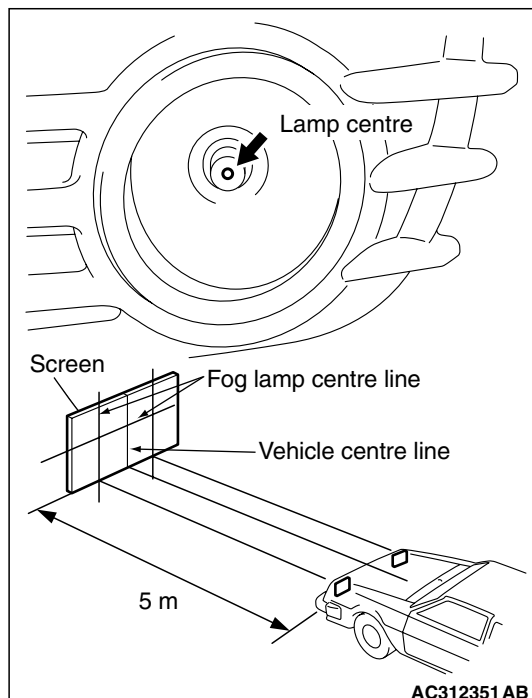
Be sure to adjust the aiming adjustment screw in the tightening direction.



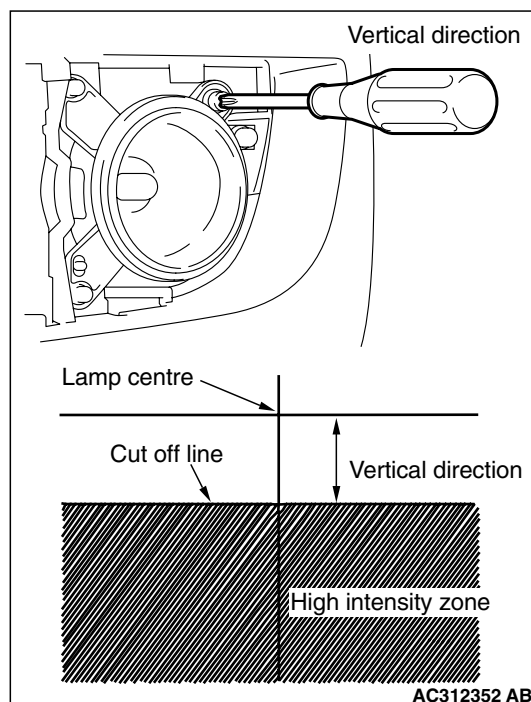
5. Alternately turn the adjusting screw to adjust the headlamp aiming.

FRONT FOG LAMP AIMING

M4080013000214



1. Measure the centre of the front fog lamps, as shown in the illustration.
2. Set the distance between the screen and the centre of the front fog lamps as shown in the illustration.
3. Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in the driver's position.
4. With the engine running at 2,000 r/min, aim the front fog lamp.



5. Check if the beam shining onto the screen is at the standard value.

Standard value:**(Vertical direction) 100 mm below horizontal (H)****(Horizontal direction) Parallel to direction of vehicle travel****CAUTION**

When marking the aiming adjustment, be sure to mask those lamps which are not being adjusted.

NOTE: The horizontal direction is non-adjustable. If the deviation of the light beam axis exceeds the standard value, check to be sure that the mounting location or some other point is not defective.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) - AIR BAG

M4080016000183

WARNING

- *Improper service or maintenance of any component of the SRS and any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag or to the driver and passenger (from rendering the SRS inoperative).*
- *The SRS components and seat belt with pre-tensioner should not be subjected to heat, so remove the SRS-ECU, driver's and front passenger's air bag modules, clock spring, side-airbag modules, curtain air bag modules, and seat belt pre-tensioner before drying or baking the vehicle after painting.*
 - *SRS-ECU, air bag modules, clock spring: 93 °C or more*
 - *Seat belt pre-tensioner :90 °C or more*
- *Service or maintenance of any SRS component and SRS-related component must be performed only at an authorized MITSUBISHI dealer.*
- *MITSUBISHI dealer personnel must thoroughly review workshop manual, and especially its GROUP 52B - Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS and any SRS-related component.*